

NO. 375.

WASHINGTON, D. C., THURSDAY, OCTOBER 17, 1907.

ONE CENT.

QUAKE IS SEVEREST  
EVER REGISTEREDFrozen Far North Probably  
Scene of Great Trembler.

## SCIENTISTS ARE PUZZLED

Seismograph Needle Thrown Off  
the Recording Sheet.Local Weather Bureau Officials Be-  
lieve Disturbance Occurred in Ar-  
ctic Regions or, at Least, in Some  
Far Remote Section of Western  
Hemisphere—Actions of Recording  
Instrument Watched with Interest.

Speculation is rife in local scientific circles as to the location and extent of the earthquake which, yesterday morning, was recorded on seismographs throughout the United States. Prof. C. F. Marvin, seismic expert of the Washington Weather Bureau, is reluctant about expressing an opinion, for several reasons, chief among which is the fact that, owing to the installation of a new instrument and the fact that at the time the shock began he was just changing the record sheet on the one that was working, his records are not quite complete, but he is inclined to the belief it occurred somewhere in the Arctic regions, near the Aleutian Islands center, after considering all possible and probable places he concedes this is the most likely.

The record made on the Weather Bureau seismograph is the strongest and most pronounced ever made there, even exceeding in power the San Francisco shock. Even with the recorder adjusted to the middle of the sheet, the motion was so strong that several times the recording needle swung clear of the sheet, and for this reason it is believed the shock was one of the greatest ever recorded since the invention of the seismograph.

See the Shock Recorded.  
It began a few seconds before 9 o'clock yesterday morning, and Prof. Marvin and two of his assistants were in the room at the time.

Prof. Marvin had just taken the cylinder bearing the record sheet off the machine, to put on a new one, when he noticed it was beginning to record a shock. Hurriedly placing the record sheet on, he left the room and closed it, so as not to disturb the record. There are two machines in the seismograph room, one to record an east and west motion, and one to record a north and south motion, but, owing to some changes, the east and west machine had been temporarily placed out of commission, and this accounts for the imperfect record, as it is usual to keep one machine going while the record sheet is being changed on the other. The failure to get records from both machines made it impossible to secure any approximate direction of the shock.

News of the location of the shock is not only being anxiously awaited by scientists, but by the general public. Nothing had been heard last night from Europe, or from Prof. Milne, in London, who has the most perfect earthquake recording machines on the Isle of Wight that are to be found. Prof. Marvin is confident the shock was not only registered throughout Europe, but in Japan. No news dispatch from any quarter of the globe has thrown any light on the location.

Two Thousand Miles Away.  
Prof. Marvin approximates the distance as a little over two thousand miles, and is confident it occurred somewhere within the Eastern Hemisphere. By reason of the fact that no news dispatches have been received, it could not have been within the United States, civilized, or southern Canada, or northern South America.

There are no earthquake centers in the Atlantic Ocean, with the exception of the West Indies, an active section, but if it had occurred there a news dispatch would have been received reporting the quake, or a tidal wave, or there would have been some interruption to the cable service.

There is an active district on the west coast of South America and in Mexico, and it may possibly have been in those localities. They are distant, however, and the most likely place is the active center around the Aleutian Islands, off Alaska.

No After Shocks Recorded.  
In the belief of Prof. Marvin, yesterday's shock had no connection with the San Francisco shock, or the disastrous series of quakes which followed it. One of the peculiarities of this shock is the fact that there were no after shocks recorded, as is usual in such a large disturbance. These after shocks are caused by minor adjustments of the earth's crust following the big shock.

Prof. Marvin also sees no connection between the shock and the recent activity of Mt. Vesuvius. For the reason that there has been no volcanic action of large proportion reported recently, it is believed yesterday's shock, like the San Francisco and Kingston disturbances, was caused by a slipping or fault in the earth crust.

The shock was registered on the seismograph on the United States coast at Cheltenham, and the record corresponds with that of the Weather Bureau. It was also reported at Albany and throughout the East. Newspaper dispatches from New Hampshire state that the shock was felt there.

## SEVEN KILLED FROM AMBUSH.

Three Women in Party Slain by the  
Yaquis.

El Paso, Oct. 16.—Four men and three women, one of the former being a Government mail carrier, were ambushed and killed October 9, between San Jose and La Colorado, East of Hermosillo, in the lower Sonora country, by Yaquis.

The butchery was discovered a short time afterward by a party of American mining men, who were traveling over the trail with an escort of Mexican soldiers.

A la Carte Lunch Served Daily  
At Eckstein's from 12 to 2, 1412 N. Y. ave.

## WEATHER FORECAST.

For the District of Columbia  
Eastern Maryland, and Virginia  
—Fair and slightly warmer to-  
day; to-morrow partly cloudy;  
light to fresh southwesterly  
winds.

## HERALD NEWS SUMMARY.

Pages. TELEGRAPHIC.  
1—Ocean Liners in Close Race.  
1—Carnegie Defends the Negro.  
1—Bear Runs from Roosevelt.  
1—Ready for Balloon Trial Trips.  
1—Thomas F. Ryan May Retire.  
1—Harriman Defies Fish.  
2—Taft Opens Manila Assembly.  
2—Political Peace in New York.  
4—Churchmen Pass Up Color Question.  
5—Clowry Re-elected President.  
8—Races at Hagerstown Fair.

LOCAL.  
1—Earthquake in Frozen North.  
2—Roosevelt's Night-gown Parade.  
2—Local Shriners in Collision.  
2—Gas Institute Meets Here.  
5—Dr. Chancellor Answers Critics.  
9—Want Small's Head.  
12—German Societies Aid Liquor League.  
12—Will Sell Stamps by Machinery.

## LINERS IN HOT RACE

Rival Ocean Steamers in Con-  
test to Reach Port.

## CUNARDER WINNER OF HONORS

Coronia First to Dock After an Ex-  
citing Run Against Oceanic and  
Barbarossa, in Which She Narrow-  
ly Escapes Collision—Passengers  
Cheer Victor in Presence of Danger.

New York, Oct. 16.—Spirited racing between the White Star steamer Oceanic, the North German Lloyd liner Barbarossa, and the Cunarder Corona, from Sandy Hook to their piers, in which the Oceanic vanquished the Barbarossa, and was in turn beaten by the Corona, and during which the Oceanic and Corona had a narrow escape from collision, kept the passengers in a furor of excitement to-day, and attracted the interested attention of those on other boats in the harbor. The captains of the steamships were much surprised to hear that they had been racing, and said that save for a natural desire to reach their piers as speedily as possible, there was no especial effort made.

But they were unable to explain why the passengers of the rival boats were cheering like mad all the way down from the Hook to their docks. The passengers were more communicative, and some of them said it was the most exciting race of ocean steamers they had ever seen. The Oceanic and the Barbarossa had a fine struggle that did not end till quarantine was reached, when the Oceanic was a length and a half in the lead.

Jokeying Tactics Failed.  
The Barbarossa got into the narrow channel in advance of the Oceanic, and the captain of the North German Lloyd boat adopted jokeying tactics, keeping his boat zig-zagging across the channel, so the Oceanic could not pass her. But a big ocean tug got into the channel and compelled the Barbarossa to sheer off to one side, and, as soon as the tug got past, the Oceanic slipped along and headed the Barbarossa.

At quarantine the Oceanic met with the Corona, and the White Star flyer got the better of the start. Up the bay they came at a fast clip, with the Oceanic slightly in the lead, but the Corona, gaining. Just as the excitement was at its height a French tramp steamer, carrying the strong tide, swung across the channel at Liberty Light, right in the pathway of the speeding steamers. There was a quick shifting of the wheels on both of the ocean liners, and both sheered sharply to starboard to avoid the tramp. The Oceanic got by safely, but the Corona was so close to her rival that she was compelled to shoot close under the stern of the Oceanic, and she just grazed the White Star boat.

Cheered in Face of Danger.  
Although the passengers on the boats realized there had been a narrow escape, they resumed cheering as soon as the boats got straightened away on the last stretch.

Up the North River rushed the two racers, the passengers shouting and yelling in their excitement, and the funnels puffing black smoke.

The piers are about five blocks apart, and the Corona, well handled, was first to get in, her gang planks being shoved out at 8:46 o'clock. Nine minutes later, at 8:55, the Oceanic got in.

There was the greatest enthusiasm among the passengers as they landed and talked of the great race.

## KILLED BY OVERTURNED CAR.

Twenty Persons Injured in Cincin-  
nati Accident.

Cincinnati, Oct. 16.—One man was killed and twenty passengers injured, several so seriously that they may die, in the wreck of the Elberon avenue car to-day. The motorman is reported to have lost control of the car on the steep grade. At a curve the car jumped the track, turning over down the bank, landing ten feet below. Six people were pinned under the wreckage.

The injured are mostly women, as the men were able to slide under the outside rail, the car being an open one. The dead man is Henry Busch.

## The Largest Morning Circulation.

All advertising contracts made by The Washington Herald are based upon its sworn circulation—a circulation in Washington larger by thousands than was ever before attained by any morning newspaper at the Capital. Its books are open.

Old Home Week, Baltimore, Oct. 13-19.  
The Baltimore and Ohio trains "Every hour on the hour," from 7 a. m. to 8 p. m., returning in like manner, are ideal for this occasion, landing passengers in heart of carnival section of New Baltimore.

Flooring (very good), \$2.00 Per 100 Ft.  
Frank Libbey & Co., 6th and N. Y. ave.

ANDREW CARNEGIE  
CHAMPIONS NEGROTraces Their Development  
from Slaves to Citizens.

## RESPECTABILITY A TEST

Idea that the Colored Man Is  
Lazy Is Repudiated.Lord Rosebery Takes Issues with  
Noted Steel Magnate and Expresses  
Doubt of Wisdom of Enfranchising  
Colored Race—Period of Tutelage  
Would Have Been Wiser—Have Not  
Proven Fitness for Suffrage.

Edinburgh, Oct. 16.—Andrew Carnegie and Lord Rosebery to-day gave a big audience at the Philosophical Institute their views on the negro problem in the United States.

Mr. Carnegie strongly championed the negro. He traced their development from slaves to citizens, the gradual decrease of illiteracy among them, their general inclusion in church organizations, and the enormous expenditure of money for churches and schools. He contended that the negro was a saving man, with land hunger, and declared there was no better test of a respectable member of society than a bank book showing a good balance or title deeds to a house or farm unencumbered by debt. He repudiated the idea that the negro is lazy, even in newspapers.

The question used to be what can be done with the negro, but now it is how more of them and other workers can be obtained. The negro has become of immense economic value and is indispensable. Nevertheless, Mr. Carnegie admitted that the negro problem is yet unsolved, and the question whether negroes will ever be raised into the mass of the nation is yet unanswered.

Views of Lord Rosebery.

Lord Rosebery, while professing his incompetency to offer an opinion on the subject, and believing it undesirable to submit his views on the internal affairs of other nations, nevertheless, said he doubted the wisdom of enfranchising the negroes. He believed 90 per cent of them were illiterate when they were enfranchised, and, on Mr. Carnegie's showing, 47 per cent were still so. It seemed to him that a period of tutelage might have been wisely imposed. Had not the United States, in a generous impulse of the moment, admitted to the franchise men wholly incompetent to exercise the high prerogative? There was danger, he declared, in dealing with vast masses of voters, of underrating the individual importance, he might, indeed, say the solemnity of a vote.

Looking coolly and historically back with criticism, which is so easy now, of what was done in hot blood, and calling up the old picture of a chained slave, appealing to a white man, saying "Am I not a man and brother?" he could not help thinking the wise answer would have been: "A man, yes; a brother, yes; but if you think you have proved your fitness for the suffrage and full citizenship, no." Continuing, Lord Rosebery said that things were sometimes done under high and generous impulses which were afterwards regretted. He was inclined to think there were some persons in America who regretted that the suffrage had been given to the negro.

## ADMIRAL SELFRIDGE TO WED

Will Marry Miss Gertrude Miles, of  
Boston, Next Tuesday.Son Confirms Rumor, as Father  
Takes Train for Hub—Is Seventy-  
one Years Old.

It was stated last night by a son that Rear Admiral Oliver Selfridge, U. S. N., retired, would marry on next Tuesday, Miss Gertrude Miles, of Boston, a long-time friend of the family. Intimate friends of the family, here, it is said, only recently have been taken into the secret.

Admiral Selfridge is about seventy-one years old, and his fiancée, who has not before been married, is sixty-five. Admiral Selfridge left last evening for Boston, where his son, George Selfridge, has lived for a number of years. Admiral Selfridge, shortly before his departure, was asked if the report of his approaching nuptials was true. He denied the report emphatically, but admitted that he was about to take a train for the Hub.

At the admiral's handsome residence, 1867 Kalorama road, painters and decorators were busy yesterday.

Admiral Selfridge was placed on the retired list of the navy February 5, 1899, after a distinguished naval career. He has three sons—Harry, a manufacturer at Lowell, Mass.; George, a lawyer, of Boston, and Duncan, an ensign in the navy.

## EMPEROR DOING WELL.

Official Announcement of Improve-  
ment Made in Reichsrath.

Vienna, Oct. 16.—On the reassembling of the Reichsrath the president of the lower house announced the condition of the emperor as being perfectly satisfactory. Notwithstanding the fever symptoms, his majesty, the president said, was able to follow his customary mode of life, to avoid any restriction imposed being to avoid talking, the effort of which increased the irritation of the throat.

The fever was less pronounced, the catarrh had abated, and the emperor's appetite and sleep were better, he said. It would be some time, however, the president said, before all traces of the emperor's illness would have disappeared.

This statement was received with loud and prolonged cheers and clapping of hands.

## Harvard-Annapolis Game

At Annapolis next Saturday, October 19. Convenient train via Pennsylv-  
ania Railroad, leave Washington 12:30 p. m., and arrive Annapolis 1:50 p. m. Returning train leaves Annapolis 6:30 p. m.

No. 1 Cypress Shingles, \$5.50 Per 1,000.  
Frank Libbey & Co., 6th and N. Y. ave.

## THE RUBIAYAT POLITICAL.



"Indeed the idols I have loved so long  
Have done my credit in this World much wrong;  
Have drowned my Glory in a shallow Cup,  
And sold my Reputation for a Song."

## BALLOON TRIAL TRIP

St. Louis Watches Aeronauts  
in Lifting-power Tests.

## WEEK OF FLYING CONTESTS

Missouri City Prepared to Entertain  
World's Premier Air Pilots—Race  
for Bennett Cup Monday Opens the  
Greatest Week in History of Inter-  
national Aeronautic Federation.

St. Louis, Oct. 16.—St. Louis is busy preparing for what is expected to be the greatest week in the history of the International Aeronautic Federation, a week which is to open Monday, October 21, at sunset, with the race for the James Gordon Bennett Cup, and the remaining days of which will be filled with contests between flying machines, balloons, and aeroplanes, of every size and description.

Arrangements have been completed for lighting thirty-five downtown streets with 2,000,000 incandescent lamps, the grounds from which the races are to be held have been put in shape, and 250 United States soldiers have been detailed to guard the sheds in which the balloons are housed and to keep back the crowds at the start.

## Nine Starters for Monday.

Nine balloons—three American, three German, two French, and one English—are announced to start Monday at different times, one of the German teams leading off. Where they will land can only be conjectured. Griffith Brewer and the Hon. Claud Bradshaw, composing the English team, directed carefully last night the map showing the routes taken by other aeronauts who have descended from St. Louis, and decided that the race would probably be off toward the northwest, as the prevailing winds are in that direction. The one going the greatest distance will win the Bennett cup, won last year in France by Lieut. Lahm.

## Scientific American Cup Race.

On Tuesday the races for gasless flying machines and heavier-than-air vehicles for the "Scientific American" Cup will take place. There are eight entries in these contests, and the competitors will be required to traverse a triangular course about one mile in length.

The following day dirigible balloons will be the chief attraction, the seven contestants in this class being required to cover a mile course, which will be announced just before the start. Three entries in the aeroplane class will compete the next day.

It is expected that the entire week will be taken up with the antics of the strangest and most numerous assortment of air craft ever gathered in one place.

## A City of Sky Gazers.

Yesterday's trial trip of the Psyche tended to make St. Louis a city of sky gazers. These trial trips are made to test the lifting power of the gas with which experts have been experimenting all summer, and which is supposed to have the greatest lifting power ever used in aeronautics.

## CHICAGO WANTS CONVENTION.

Offers Big Inducements to Get the  
Republican Gathering.

Chicago, Oct. 16.—President Thomas D. Knight, of the Hamilton Club, who has been leading the campaign to secure next year's Republican national convention for Chicago, left to-night for Washington to confer with Chairman Harry S. New and Secretary Elmer Dover of the Republican National Committee on this city's chances for the convention.

President Knight will assure the representatives of the national organization that Chicago is not only ready to furnish all the money which may be needed to secure the convention, but that it will promise the delegates the best hotel accommodations, the finest hall, the most convenient location in the country for the meeting.

If Your Surplus Funds Are Not  
Earning interest you're depriving yourself of a steady income. Open an account with banking dept. of Union Trust Co., 1414 F st. Interest paid on all accounts.

## Dressed Riding (Clear) \$2.00 per 100 Ft.

Frank Libbey & Co., 6th and N. Y. ave.

## ELEVEN WORKMEN DROWNED.

Scow Capsized in Chicago Canal  
Without Warning.

Chicago, Oct. 16.—Eleven men were drowned by the capsizing of a scow in the old Illinois and Michigan Canal, near the junction of the Des Plaines and Kankakee rivers to-day.

The men who met death were a part of the working force of the Economy Light and Power Company, which is building a plant at the junction of the two rivers between Joliet and Morris. Twenty-three men were in the scow before it capsized.

The overturning of the craft was sudden, and allowed no warning for its occupants.

## AUTOMOBILE DEATH LIST.

Forty-one Killed in Massachusetts  
in Three Months.

Boston, Oct. 16.—A report issued by the Safe Roads Automobile Association shows that, between the dates of June 21 and September 21 of this year, 41 persons were killed and 313 injured in automobile accidents in Massachusetts, so far as they were recorded by the association. This covered 211 collisions, an average of 2 1/2 daily, and comprised only collisions with wagons, automobiles, trains, and vehicles. Further, the report states that in the same time 345 other serious collisions were reported by the newspapers.

## RYAN MAY RETIRE

Expected to Resign from  
Traction Board.

## NO FRICTION WITH BELMONT

Harmony Now the Watchword in Di-  
rectorate of Interborough-Metro-  
politan, and the Ryan Contingent  
Will Willingly Give Over Manage-  
rial Powers—Resume Investigation.

New York, Oct. 16.—A man who is engaged in the working out of plans for the reorganization of the Interborough-Metropolitan Company, said to-day that Thomas F. Ryan and his friends, under the new order, would probably retire from active participation in the management of the properties. Directors of the company who came in by way of the Interborough Rapid Transit Company are practically agreed, it was said, that Mr. Ryan and his friends should withdraw.

That there has been any open breach between Mr. Ryan and Mr. Belmont was denied. On the contrary, it was expected that Mr. Ryan would himself accede to this proposition, and would do everything possible to carry it through when the time comes.

In this connection, it was said that the Inter-Metropolitan board itself will probably do nothing in the way of bringing suits for the recovery of moneys supposed to have been misappropriated. It is the chief officer of most of the Inter-Metropolitan directors at present to preserve harmony on the inside until a successful reorganization can be brought about.

The Public Service Commission's investigation into the Inter-Metropolitan affairs will be resumed to-morrow afternoon.

## BALTIMORE GETS FORT'S GUNS.

Impressive Ceremonies at Unveiling  
of Bronze Tablet.

Baltimore, Oct. 16.—In the presence of Gov. Warfield, Mayor Mahood, Gen. Peter Leary, jr., ex-Mayor Timanus, and other distinguished persons, the ten guns and carriages at Fort McHenry were formally turned over to the city this morning at the historic fort. The ceremony was under the auspices of the different patriotic and historic societies of the city. Dr. J. D. Iglehart was chairman of the committee representing the societies.

Shortly after 10 o'clock, accompanied by Mayor Mahood, Gen. Leary, Mr. Timanus, Adj. Gen. Clinton L. Riggs, and others, Gov. Warfield arrived at the fort. The party was met at the gate of the fort by a company of regulars, Maj. E. W. Hubbard, Capt. J. E. Wyke, and Lieut. W. J. Burgenbach. Following the band, the procession moved to the interior of the fort, while a salute of seventeen guns, in honor of the governor, was fired.

The party then marched to a section of the fort, where the mounted gun dedicated to the Junior Order of United American Mechanics, stood in position. Rev. Henry Branch, of Elliott City, chaplain of the Society of the War of 1812, pronounced the opening invocation, at the end of which the bronze tablet on the gun, commemorating the presentation, was unveiled by Miss Grace Mason, of 161 East Biddle street.

Chairman Iglehart then briefly introduced Gen. Leary, who is president of the Society of the War of 1812, and who formally turned over the guns to Mayor Mahood.

In receiving the guns Mayor Mahood made a stirring address, calling upon the throngs about the fort to use every effort in preserving that spirit of patriotism which prevails among the citizens of Baltimore.

## TALK OF EVANS' SUCCESSOR.

Atlantic Fleet to Have New Com-  
mander Next August.

There is a conviction in the minds of navy officers that the Atlantic fleet personnel will undergo reorganization soon after it reaches San Francisco, and that Rear Admiral Evans will relinquish command about the time of his retirement from active duty, in August.

The choice of Rear Admiral Evans' successor for the command seems to lay between Rear Admiral Charles S. Sperry, now at The Hague, and who, it is understood, will command one division of the Atlantic fleet, and Rear Admiral Joseph Newton Hemphill.

Peggy Stewart Day at Annapolis.  
On Saturday, October 19, Annapolis will honor the memory of Peggy Stewart.

Hundreds of Marylanders will join the State capital on that day. The Pennsylvania Railroad affords convenient train service from Washington via Odenton. Consult ticket agents.

## Look Out! Prices of Lumber Much Lower.

Frank Libbey Co., 6th and N. Y. ave.

Largest Morning Circulation.  
All advertising contracts made by The Washington Herald are based upon its sworn circulation—a circulation in Washington larger by thousands than was ever before attained by any morning newspaper at the Capital. Its books are open.

LET MR. FISH PROVE  
HIMSELF A FIGHTERHarriman's Challenge After  
Illinois Central Meeting.

## CALLS RIVAL "LICKED"

"Money in Wall Street Tight,"  
Is Rejoinder.Battle Royal for Possession of Illi-  
nois Central Railway Ends in a  
Draw for Time Being, Pending De-  
cision of the Stockholders—All-day  
Meeting Held in Chicago Adjourned  
Until To-day—Both Claim Victory.

Chicago, Ill., Oct. 16.—After the adjournment of the meeting of the Illinois Central Railway stockholders this afternoon E. H. Harriman said:

"All I hope is that after all the fuss he has made, this man Fish will produce enough votes to justify him for the amount of noise he has made. All we want to prove is that he made a real fight before he was 'licked.'"

To which Mr. Fish replied:  
"Money is tight in Wall Street; money is scarce. If Mr. Harriman is as confident as he says, why doesn't he recall to New York that costly person, Mr. William Nelson Cromwell?"

The meeting opened at noon. The proceedings were hardly as interesting as the preceding eighteen-hour struggle between the representatives of Stuyvesant Fish and E. H. Harriman over the proxy committee, which is to determine the validity of the proxies offered by the two sides in their fight for control of the railroad. This count of proxies can hardly be finished before late to-morrow if the predictions regarding the number of conflicting proxies hold good.

All the varied and consummate abilities of William Nelson Cromwell, counsel for Mr. Harriman, and all the keen sagacity of ex-Judge Edgar H. Farrar, counsel for Mr. Fish, were engaged in the fight. It began at 3 o'clock yesterday afternoon and lasted until 5 o'clock this afternoon without the slightest prospect for settlement.

## Pleasant at the Start.

Then Judge Farrar innocently asked Mr. Cromwell if he did not think that Judge Ball was an exceptionally fair and impartial man. It was Judge Ball, in whose court a modified injunction was granted against the use by the Harriman side of 288,731 shares, owned by the corporations foreign to the State. Both sides consented to the modified order on condition that each side should select a committee to meet on the other side, and that both sides should agree on a third. The first two men had been selected without five minutes delay. The Harriman side named L. C. Fitch, assistant to the president of the Illinois Central.

## Cromwell Is Obedient.

The directors adjourned for half an hour at 11 o'clock in order to find out who the proxy committees were.

About two minutes after the meeting was called for the afternoon's session, Mr. Fish went over to William Nelson Cromwell, who had before him a number of printed copies of the list of stockholders, including the amounts of stock held by each. Mr. Fish asked if he might have one of the copies. Mr. Cromwell said that he might not.

This struck Mr. Fish as particularly interesting, inasmuch as the board of directors of the Illinois Central, at the instance of E. H. Harriman, chairman of the committee on law and finance, had refused to allow Mr. Fish, or any other director, to see such a list, and that he had not been able to get such a list, except by sitting up for two days and two nights and taking the lists from the books themselves. Mr. Fish's counsel said they could not see why Mr. Cromwell, who is not a director, should have this printed list in his possession if it was refused to directors, and then came the only real row of the day.

Mr. Patton Objects.

Mr. Cromwell rose and announced that the proxy committee was not yet nearly ready to report and would not be for several hours, and that he would, therefore, offer a resolution to adjourn until 8 o'clock to-night. The massive form of James A. Patton arose in the middle of the meeting. Mr. Patton is one of the heaviest operators in the Chicago grain market. He loves trouble. He said:

"Why can't this be put over until to-morrow morning? There are a lot of stockholders who don't want to stay here all night, especially those who live out of the city. I would like to attend the meeting, and I would like to sleep to-night, too. I move that we adjourn to meet at 10 o'clock to-morrow morning."

Then Mr. Cromwell said:  
"I shall have to ask them for a stock vote upon what and it is very difficult for me to have it ascertained because it must be taken by the same vote that has been spoken of. The reason for the meeting convening this evening is the prospect of having the tellers make a report. If there is a prospect of their reporting by that time, I do not feel at liberty to compel those who have come from great distances to remain here until to-morrow when the vote may be possibly announced this evening. I respectfully insist upon the motion I have made."

Mr. Patton got up and stuck out his jaw and growled:  
"Mr. Chairman: As I understand the matter, it will be impossible at this annual meeting to get through with the business at the session to be held to-night. Therefore, I ask that the question be put on the amendment, that we adjourn until to-morrow morning."

Mr. Cromwell—"It might well suit the comfort and convenience and profit of all the lawyers to stay here indefinitely, as I do not see the application of your remarks." (Laughter.)

## Motion by Stock Vote.

Mr. Patton—"You are getting paid for it and we are not."  
Mr. Cromwell—"The motion will have to be made by a stock vote, and I do not see how we can record it. You will have to call for a stock vote."

Mr. Patton—"Do I understand on a mo-

Continued on Page 3, Column 4.

\$1.00 Frederick, Keedysville (Antietam),  
Hagerstown and Return.  
Leave Baltimore and Ohio station, Wash-  
ington, 8:30 a. m., Sunday, October 20.  
Splendid opportunity to spend Sunday in  
country.